

Reference 75111/APP/2025/739

Location Union Park UP4 NORTH HYDE GARDENS HAYES

Proposal Redevelopment of site to deliver extension to existing Union Park data centre campus consisting of (a) free standing data centre building; (b) energy, power, and water infrastructure; (c) site access and internal roads; (d) site security arrangements; (e) hard and soft, green landscaping; and (f) other ancillary and auxiliary forms of development

The proposal

A planning application has been received seeking approval to redevelop a site at North Hyde Road, Hayes to deliver further capacity at the already consented Union Park data centre campus, the consented development (planning permission reference 13226/APP/2018/2112) includes 3no. data centres, 3no. energy centres and 2no. visitor receptions. This application is for one additional data centre and one additional energy centre, the site area as a whole is 12,600sq.m. The site is situated at the northern end North Hyde Gardens just to the east of Hayes Town Centre within the Bulls Bridge Industrial Estate. There is an existing building on site, which has a total area of circa 3,500sqm of floorspace and was formerly occupied by Addison Lee for the repair, maintenance and replacement of private hire vehicles.

Location

North Hyde Gardens intersects with A437 North Hyde Road some 250 metres west of the A312 Bulls Bridge roundabout. North Hyde Gardens is aligned in a north south direction until it crosses the Grand Union Canal 350 metres further north where it then bends to the right in a west east alignment. The main application site is situated to the north of this bend. Approximately 70 metres north of North Hyde Road, North Hyde Gardens changes from being adopted to unadopted highway. North Hyde Gardens benefits from street lighting and a 30mph speed limit, in the vicinity of the application site there are double yellow line parking restrictions on either side of the road.

Access to public transport

Transport for London use as system called PTAL (Public Transport Accessibility Level) to measure access to the public transport network. PTAL assesses walk times to the nearest public transport location taking into account service frequency. The location is then scored between 0 and 6b where 0 is the worst and 6b the best. According to the Transport for London WebCAT service the application site has a PTAL ranking of 4 indicating access to public transport is reasonable compared to London as a whole suggesting that there would be opportunities for trip making to and from the site by public transport.

Pedestrian access to the site will be gained from North Hyde Gardens, through the secured entrance consented under the adjacent Union Park project. The access consists of security rated turnstile and bypass gate for disabled and bicycle access

Parking

The proposal would offer 14no. car parking spaces of which 1no. would be allocated as a disabled persons space, 6no. active electric vehicle charge point spaces and 3no. passive electric vehicle charge point spaces. In addition, as part of the consented scheme of the wider site, a total of 13no. short-stay parking spaces would be provided adjacent to the proposed Visitor Reception Centre. These spaces would have a maximum 'waiting time' sufficient to allow visitors to safely park their vehicles whilst undergoing security checks and site safety briefings prior to gaining site access. This standard of car parking is slightly lower than the standard approved at other data centres in the borough but is still considered acceptable. Eight cycle parking spaces would be provided together with end of journey facilities including changing rooms, locker and showers. The Highway Authority requires that these cycle spaces are sheltered, secure and accessible in accordance with London Cycle Design Standards. The Highway Authority notes that the number of cycle parking spaces to be provided is based the floor area of the offices, this is considered reasonable taking into account the workforce density within the data centre itself would be very low and in any case, it is anticipated these people are likely to have desk space also within the office.

Trip generation

The proposed data centre would be operational 24 hours a day, seven days per week. The facility management and security staff would work, day and night shifts with management and administration staff working more conventional hours between 8.30am and 5.30pm. Based on this the applicant reports there would be approximately 29no. people on-site during normal business hours. Whilst there would be just 14no. car parking spaces, there are opportunities for travel to the site by sustainable means including, bus, rail, walking and cycling. There would be a Travel Plan to encourage and enable the use of these options. The applicant highlights that the number of generated trips by car will not exceed the 14no. car parking spaces proposed.

To establish the impact of the proposed development the applicant has reviewed the existing trip generation of the site as it was in its original use – taxi repairs, against the proposed development and concluded there would be a net decrease in two-way vehicle trips in the weekday morning and evening peak periods respectively.

Active Travel Zone assessment

The consented scheme for Blocks 1-3 included an obligation to widen the footway and remove overgrown vegetation along North Hyde Garden to achieve the standard footway widths of 1.8m thereby improving the safety and convenience of pedestrians using this link. A new zebra is also to be provided which will help improve pedestrian safety.

Furthermore, to improve pedestrian connectivity from the Grand Union Canal to North Hyde Gardens a new shared cycle and pedestrian link has already been constructed as part of the consented Blocks 1-3 development.

The consented scheme secured a Transport for London Healthy Streets Scheme Contribution of £129,200 (s.106 agreement dated 14th April 2020). Using this sum as a starting position the Highway Authority require the developer to provide a further contribution of £43,000; this money would be invested in those measures that characterise a Healthy Street which in turn will encourage and enable active travel thereby reducing dependency on

the private car for trip making to and from the site. This funding should be secured by way of a 1990 Town and Country Planning Act s.106 agreement.

Travel Plan

A framework Travel Plan has been submitted to support the application. The targets seek to increase the level of Active Travel at this site by from 44% to 48% over a five year period. The Highway Authority requires a planning condition obliging the applicant to submit a Full Travel Plan, the targets in this Full Travel Plan should align with the London Plan Policy T1: Strategic Approach to Transport requires that development proposals support the Mayor's strategic target for 80% of all trips in London to be made by foot, cycle, or public transport by 2041, as Hillingdon is an outer London Borough the target is 56%.

Decision

There are no highway objections to this proposal subject to the following planning conditions.

Conditions

1. The Highway Authority require that a Construction Logistic Plan is submitted for approval. REASON To be in accordance with the published London Plan 2021 Policy T7 Deliveries, servicing, and construction.
2. The Highway Authority require that a Service and Delivery Plan is submitted for approval. REASON To be in accordance with the published London Plan 2021 Policy T7 Deliveries, servicing, and construction.
3. The Highway Authority require that a Full Travel Plan is submitted for approval. REASON to be in accordance with the published London Plan 2021 Policy T4 Assessing and mitigating transport impacts.
4. The Highway Authority require that the applicant enter a 1990 Town and Country Planning Act s.106 legal agreement with the Council obliging them to make a Healthy Streets contribution of £43,000.

Contact

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